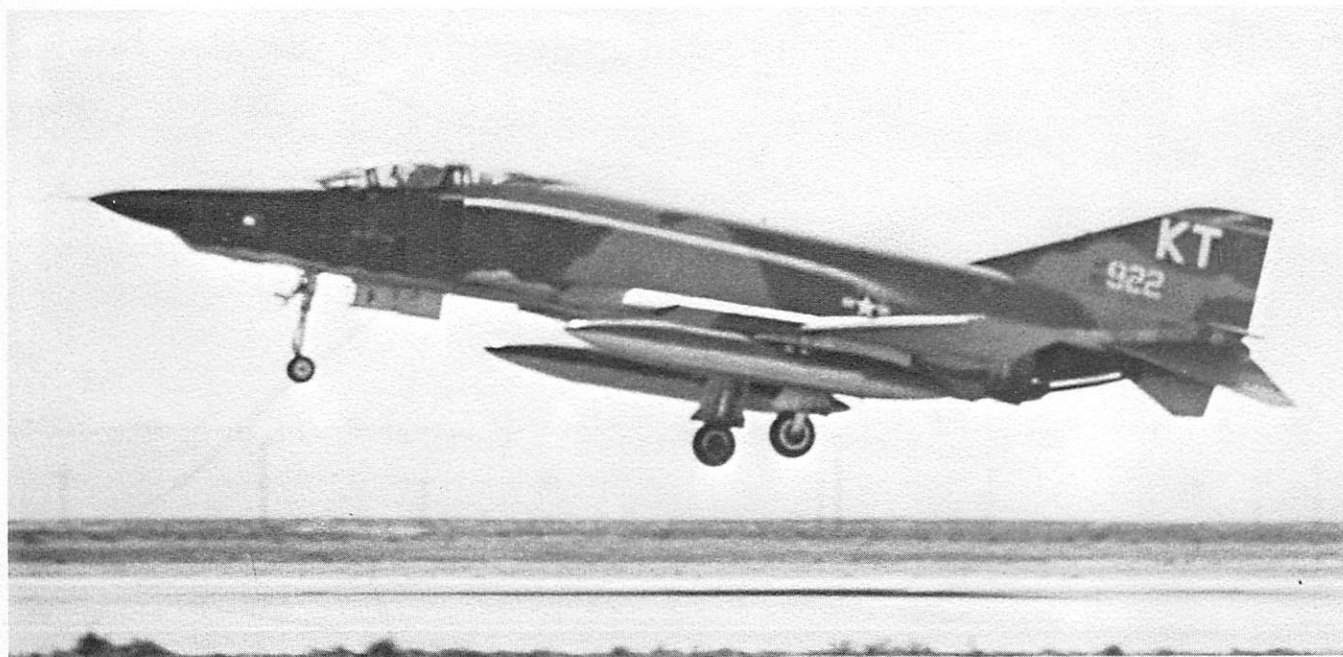


Timothy L. Felton

MOUNTAIN HOME AIR FORCE BASE

Salutes



Civil Air Patrol

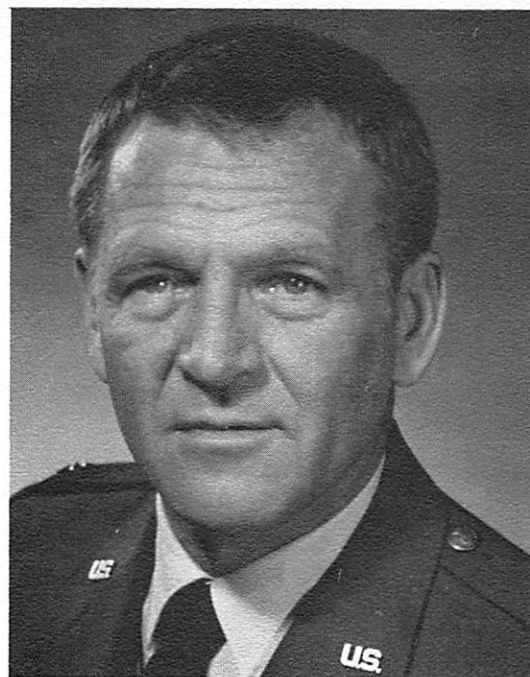
1969 IDAHO-NEVADA SUMMER ENCAMPMENT

This yearbook was produced by the 1969 Idaho-Nevada Civil Air Patrol Summer Encampment Information Office, in cooperation with the Mountain Home Air Force Base Photo Lab. To these personnel and to Mountain Home Air Force Base we express sincere appreciation.

**1 Lt. Edward B. Crasper
Information Officer, CAP**

Cover Photo: A McConnell RF-4C Phantom from the 7th Tactical Reconnaissance Squadron takes off on an early morning photo recon mission. (See Page 4)

Commander's Address



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 67TH RECONNAISSANCE WING (TAC)
MOUNTAIN HOME AIR FORCE BASE, IDAHO 83648


26 June 1969

REPLY TO
ATTN. OF: Wing Commander

SUBJECT:

1969 Civil Air Patrol Summer Encampment
All Civil Air Patrol Cadets

- TO:
1. On behalf of all the personnel in the 67th Tactical Reconnaissance Wing I would like to commend each of you for the fine manner in which your summer encampment was conducted. Your maturity, courteousness, and military bearing received many compliments from our personnel.
 2. Mountain Home Air Force Base was happy to have been able to host your encampment. We look forward to another successful training period next summer.


JOSEPH SCHREIBER, Colonel, USAF
Commander

Cadet Roster

Abell, Scott
Adams, David
Alldritt, Eddie
Alldritt, Virgil
Anderson, Marcia
Bazemore, Bonnie K.
Bazemore, George T.
Bazemore, Howard W.
Bowman, Jerry J.
Boyle, Dan
Brim, Matt
Buchanan, Phoebe
Burrell, Richard
Cassidy, Robert
Covin, Marilyn
Day, Kenneth
DeMund, Kenneth
Ehrensing, Daryl
Falkner, James
Falkner, Karen
Felton, Timothy
Ferrara, Ken
Fessenger, Wade
Filmer, William
Foster, Darlene
Frazier, Jeffery
Freudenberg, Rocky
Garner, Catherine
Gibson, Rita
Giordano, Brenda
Glittens, Richard
Gravatt, Mark
Hammond, Sandra
Hanks, Michelle
Hatch, David
Higgins, Karl
Higgins, M.
Hockett, Micheal
Hoffmaster, Randy
Houser, Kent
Hunter, Becky
Johnson, Calvin
Johnson, David
Johnson, Richard

King, Phillip
Kober, Glen
Lynott, Danielle
Martin, Lauren
McGlokin, Charles
McGlokin, Douglas
McGlokin, Janet
McGlokin, Vivian
McRill, John
Miller, Mike
Nitcy, Gerald
Oaks, Curtis
Olsen, Franklin
Ortman, Kenneth
Overstreet, William
Pearson, Gary
Perry, Douglas
Perry, Milton
Plotts, Kathy
Porter, Gerald
Pruatt, Martin
Raffeo, Dennis
Redmond, Dennis
Rendla, Gary
Reoch, Bruce
Rinard, John
Rodella, Bruce
Rowe, William
Russel, Richard
Sager, Lavern
Scott, Larry
Sheperd, Denise
Shawmaker, Kim
Siegman, Jim
Slatter, David
Smith, Ronald
Spiller, Robert
Squier, Lin
Stewart, Jay
Stevens, Burton
Warren, Richard
Wheeler, Douglas
Williams, Richard
Witten, James

MT. HOME

AIR FORCE BASE

On the wind-swept, sagebrush covered desert of southwestern Idaho, Mountain Home Army Air Field was completed in August 1943, and turned over to the Air Corps as a training base for pilots and crews of the B-17 Flying Fortress.

During the war-torn years that followed, the installation was one of the many active training sites that the United States relied so heavily upon to mold the steel arm of air power that was vital in bringing the war to an end. Following the end of the war, the base — once the largest stateside installation of the Air Corps — was placed on standby status.

In 1948, Mountain Home AFB came alive again when the men of the Strategic Air Command used the facility as a training station for a photographic group. Less than a year later, with the training completed, the base was once again placed on standby status, and turned over to the desert, jackrabbits, coyotes and sagebrush.

In 1951, Mountain Home was reactivated as an installation of the Military Air Transport Service. In April 1953, the base was transferred to SAC again, as the 9th Bombardment Wing moved from Travis AFB, California, with their B-29 bombers. In 1945, the 9th converted to the then-new B-47 Stratojet, which they were to fly for the next twelve years. For a three year period from 1962 to 1965, the base also boasted three Titan I ICBM sites.

By the end of 1965, the aging B-47s were on their last legs, both in the 9th Wing and in the Air Force. As part of the planned phase-out of the B-47 fleet, the base was transferred to the Tactical Air Command, and the 67th Tactical Reconnaissance Wing arrived with its speedy RF-4C Phantom IIs, even as the last of the creaking Stratojets rumbled away.

With a population of close to 8,000 military and civilian personnel, Mountain Home AFB itself ranks as the 13th largest city in Idaho. Its facilities include its own fire and police department, hospital and schools for children in grades one through nine.

Mountain Home is the largest Department of Defense installation in the state of Idaho. The 67th Tactical Reconnaissance Wing, commanded by Col. Schreiber, is the first tactical reconnaissance wing west of the Mississippi and the first to be full equipped with the RF-4C Phantom II, and the only reconnaissance wing with an assigned tactical fighter squadron.



Col. Hein, Base Commander

Group Mission

The mission of the 67th Combat Support Group is to perform the command, direction, supervision and coordination of base operational activity such as transportation, personal services and administrative procedures.

The unit is charged with a large portion of the effort necessary to keep the aircraft and crews of the 67th Tactical Reconnaissance Wing ever ready to carry out their vital mission.

67th Tactical Reconnaissance Wing

The 67th Tactical Reconnaissance Wing was activated as the 67th Observation Group on September 1, 1941. Its first mission in December of 1941 involved the flying of antisubmarine patrols along the Atlantic coast with the Civil Air Patrol.

Civil Air Patrol and the 67th worked hand in glove with each other until 1942 when the 67th was assigned to the Ninth Air Force in England. There it received the Distinguished Unit Citation for spectacular reconnaissance work along the French coast prior to the D-Day invasion of Normandy.

Later, following the ground forces to the continent, the wing took part in the offensive against the Siegfried line, the Battle of the Bulge and the Allied Assault into Germany. During the closing days of the war, the 67th became the first reconnaissance group east of the Rhine, and accounted for the last "kill" of a German aircraft of the war, as gunners attached to the organization knocked off a Nazi JU-88 on V-E Day.

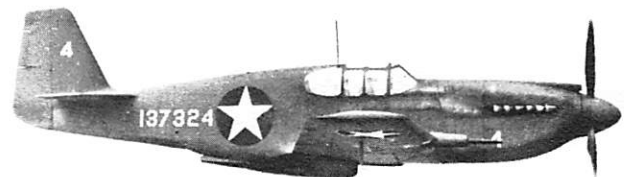
The wing returned to the states for deactivation in 1945. Activated for a brief time at March AFB, Calif., in 1947-1949, it came back to action for Korea in 1951. Flying day and night reconnaissance missions, as well as close air support, the wing added luster and honor to its already colorful history. After the end of hostilities, the 67th remained in the Far East until it was deactivated in Japan in 1959.

The call to arms brought the 67th back into action on January 1, 1966, as it was reactivated and assigned to Mountain Home Air Force Base, Idaho. As the first tactical reconnaissance wing west of the Mississippi, and the first to be fully equipped with the McDonnell RF-4C Phantom II, the 67th is already contributing to the war in Vietnam.

Currently assigned to the wing are the 22nd Tactical Reconnaissance Squadron, the 10th and 7th Tactical Reconnaissance Squadrons (Replacement Training Units, "RTOs"), and the 417th Tactical Fighter Squadron. Now serving in Southeast Asia are two units sent from the 67th, the 11th, and the 12th Tactical Reconnaissance Squadrons.

Wing Mission

"To provide command and staff supervision for tactical reconnaissance units engaged in providing visual, photographic, thermal, electronic and radar information concerning the disposition, movement and activity of friendly and hostile forces. To train replacement RF-4C aircrews for reconnaissance squadrons worldwide."



The P-51 MUSTANG saw service during two wars with the 67th Tactical Reconnaissance Wing, in France during World War II, then again in the early years of the Korean campaign.

RF-4C Phantom II

The McDonnell RF-4C Phantom is a high-performance fighter type aircraft with an effective, tactical all-weather multisensor reconnaissance capability.

Retaining the world record speed, altitude and time-to-climb performance characteristics inherent in the Phantom series, the RF-4C also retains the nuclear air-to-ground attack capability of the other Phantom versions.

Utilizing the same basic configuration and engines as the fighter and attack versions of the Phantom, McDonnell has designed and is building RF-4C to augment the reconnaissance capability of the Tactical Air Command.

Tactical reconnaissance aircraft in the past have been limited to single, usually optical, sensor capability. The RF-4C, in contrast, incorporates optical, infra-red and electronic sensors necessary to perform reconnaissance missions, day or night, in any kind of weather.

The RF-4C optical system includes cameras of various focal lengths and operational modes, an integrated sensor control system, automatic in-flight film processing, film ejection from the low altitude panoramic camera station and controls for the pilot and the Pilot-Systems Operator. These integrated components provide maximum flexibility for a wide range of missions.

The RF-4C, which made its first flight on 18 May 1964, is basically the same aircraft as the Phantoms now in service with the Navy, Marines, and Air Force. The main difference lies in the nose section which contains the cameras and other detection equipment mentioned above. The RF-4C is approximately 33 inches longer than the F-4C, the extra length accommodating the forward-looking radar and photographic systems.

ADDITIONAL DATA

Contractor: McDonnell Aircraft Corp.

Power plant and manufacturers: Two G. E. J-79s
with afterburners.

Power plant thrust: More than 34,000 pounds combined.

Dimensions: Span 38'4", length 61', height 16' 3".

F-4D Phantom II

The McDonnell F-4D Phantom II is the Air Force's second version of the F-4 Phantom series, the fastest, highest-flying operational all-weather tactical fighter-bomber.

Possessing essentially the same airframe as the RF-4C, the F-4D shares the fastest speed and highest altitude combination of any operational fighter in the Free World.

Modifications in the F-4D series include improvements in radar and navigational equipment, and more sophisticated weapons-aiming systems. Bombing with the automatic systems is three times more accurate than with manual techniques.

The F-4D can also carry the 6,000 rounds-per-minute 20mm Vulcan cannon pods on three external mounts.

The F-4's basic armament includes four all-weather, radar-guided Sparrow III air-to-air missiles. Four infrared-guided Sidewinder missiles can be added with special wing mountings. Almost eight tons of external payload, including conventional or nuclear bombs, fuel tanks, rockets or mines, can be carried on pylons beneath the wings and fuselage.

The F-4D, with a maximum takeoff weight of 58,000 pounds, is powered by two J79-GE-15 turbojets with afterburners, capable of a maximum 17,000 pounds of thrust each. The speed of the aircraft is in excess of 1,600 m.p.h., with an altitude of 60,000 feet. Its 1,600 mile range may be extended indefinitely through air-to-air refueling.



Kaman HH-43 Huskie

The Kaman HH-43 Huskie, powered by a Lycoming turbine engine, possesses "airplane handling" characteristics throughout its entire speed range due to the incorporation of rudders.

These rudders are controlled by an automatic stabilization augmentor device so that as speed increases, input from a "black box" increases to provide more effective control. In testing, turns have been made below 40 mph with rudder only.

To facilitate rescue efforts, the pilot and winch operator are placed on the same side of the fuselage. The payload may consist of one and a half tons, split between crew, two fully garbed

firefighters and 1,000 pounds of firefighting and rescue gear.

In 1959, a Huskie set a new world's altitude record for heavy helicopters, of 30,000 feet. This bettered the previous record, held by a Russian aircraft, by over 8,000 feet.

Used by numerous major air commands, the Huskies at Mountain Home AFB are operated by Detachment 22, Western Air Rescue and Recovery Center, and are often used in this area on USAF-CAP rescue missions.

Additional Data:

Function: Crash-rescue helicopter

Contractor: Kaman Aircraft Corp.

Powerplant and Manufacturer: Lycoming T-53-L-1A turbine

Powerplant horsepower: 860 hp maximum

Dimensions: Span: 51.5', length: 25.2', height: 12.7'

ARRIVAL

Encampment activities officially began Sunday, the 8th of June, with the arrival of 88 cadets from 15 squadrons. North Idaho cadets arrived by C-54 aircraft after loading at St. Maries.

Nevada cadets arrived by T-29 aircraft after loading at Reno and Las Vegas.

Meanwhile Southern Idaho cadets arrived by car and military bus to join their counterparts for the 12 day training session.



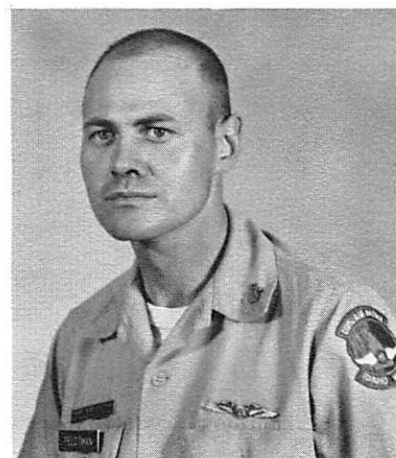
Idaho Wing Commander Col. George Forschler welcoming cadets to 1969 Idaho-Nevada Encampment.



Lt. Col. Donald Chessman CAP



Lt. Col. William Moody CAP



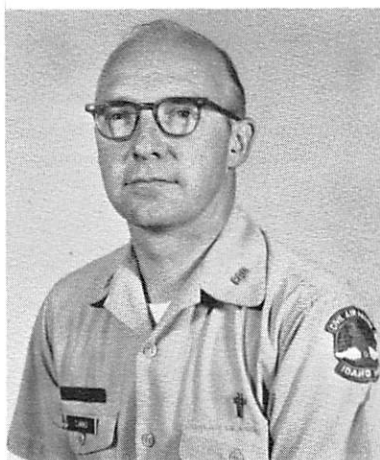
Capt. Harvey Feldtman CAP

Senior Staff

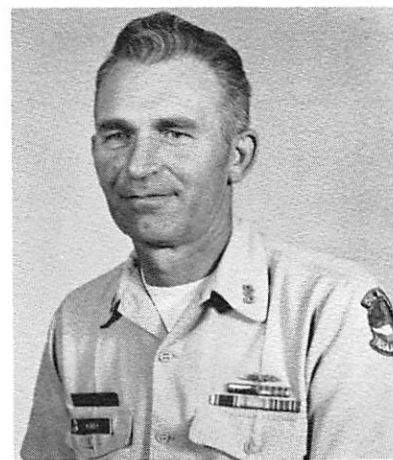
Planning and coordinating summer encampment activity was the job of a six-man senior staff composed of: Lt. Col. Donald Chessman, Encampment Commander N. Idaho Group; Capt. Harvey Feldtman, Deputy Commander, Boise, Idaho; Capt. John Kober, Executive Officer, Idaho; 1 Lt. Gary Tomes, Commandant of Cadets, Mt. Home, Idaho; Lt. Col. William Moody, Operations Officer, St. Maries, Idaho; Capt. Eugene Tyarks, Chaplin, St. Maries, Idaho.



1 Lt. Gary R. Tomes CAP



Capt. Eugene Tyarks CAP



Capt. John Kober CAP

Senior Staff . . .

1 Lt. Danny Hockett, Transportation Officer, Mt. Home, Idaho; W/O Charles Huckabee, Supply Officer, Mt. Home, Idaho; 1 Lt. Edward Crasper, Information Officer, Mt. Home, Idaho; 1 Lt. Diane Slusser, Administrative and Finance Officer, Mt. Home, Idaho; 2 Lt. Sandra Hockett, Coordinator of Woman, Mt. Home, Idaho; 2 Lt. Tanya Crasper, Assistant Coordinator of Woman, Mt. Home, Idaho.



W/O Charles Huckabee CAP



1 Lt. Danny Hockett CAP



2 Lt. Sandra Hockett CAP



1 Lt. Edward Crasper



2 Lt. Tanya Crasper CAP



1 Lt. Diane Slusser CAP



A Flt. 1 Lt. Betty Hockett, CAP



B Flt. W/O Gerald Scott, CAP

Senior Staff . . .

Tac Officers

Tac Officers who helped cadets get through the rough spots were 1st Lt. Betty Hockett, Bellview, Nebraska, W/O Gerald Scott, St. Maries, Idaho; 1st Lt. Derwood Slusser, Mt. Home, Idaho and Adrian Crum, Nevada.

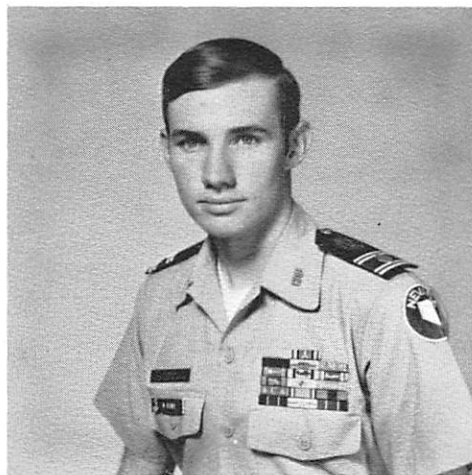


C Flt. 1 Lt. Derwood Slusser CAP



D Flt. 2 Lt. Adrian Crum, CAP

Cadet Staff . . .



C/Maj. William Rowe CAP



C/Capt. Martin Pruatt CAP



C/1st Sgt. George Bazemore CAP

Cadet Encampment leaders were Cadet Commander, Cadet Major William Rowe, Las Vegas, Nevada; Cadet Executive Officer, Cadet Captain Martin Pruatt, Boise, Idaho; and Cadet First Sergeant, Cadet Master Sergeant George Bazemore, Las Vegas, Nevada.

Cadet Staff . . .



C/1st Lt. Buchanan

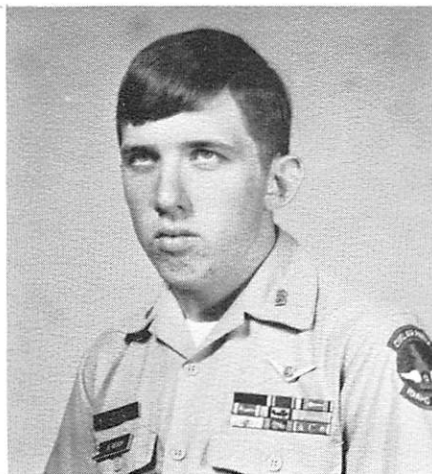


C/2nd Lt. Giordano



C/T/Sgt. Bazemore

A Flight leaders were Cadet 1st Lt. Pheobe Buchanan, St. Maries, Idaho, Flight Leader; Cadet 2nd Lt. Brenda Giordano, Sparks, Nevada, Assistant Flight Leader and Cadet Technical Sgt. Bonnie Bazemore, Las Vegas, Nevada, Flight Sgt.



C/1st Lt. Reoch



C/2nd Lt. Porter



C/T/Sgt. Williams

B Flight leaders were Cadet 1st Lt. Bruce Reoch, Flight Leader, Idaho, Cadet 2nd Lt. Gerald Porter, Assistant Flight Leader, Nevada; Cadet T/Sgt. Richard Williams, Flight Sgt., Nevada.

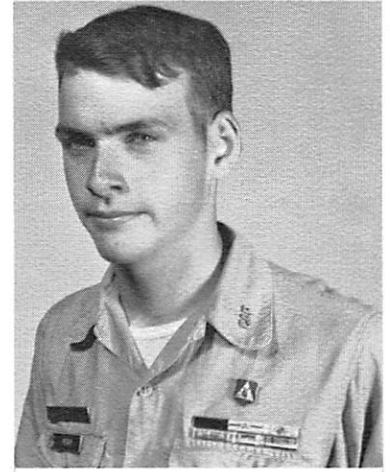
Cadet Staff . . .



C/1st Lt. Scott

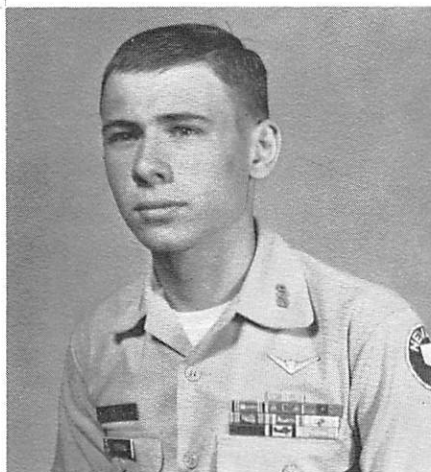


C/2nd Lt. Spiller



C/T/Sgt. Perry

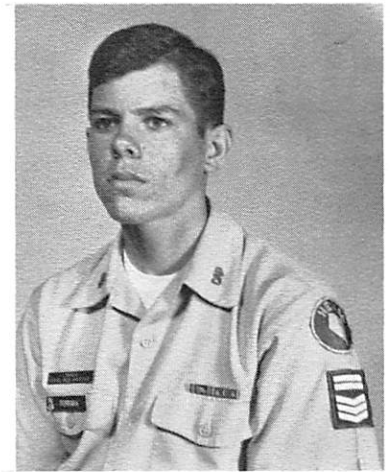
C Flight leaders were Cadet 1st Lt. Larry Scott, Flight Commander, Nevada, Cadet 2nd Lt. Robert Spiller, Assistant Flight Commander, Idaho, Cadet T/Sgt. Douglas Perry, Flight Sgt., Nevada.



C/1st Lt. Stevens



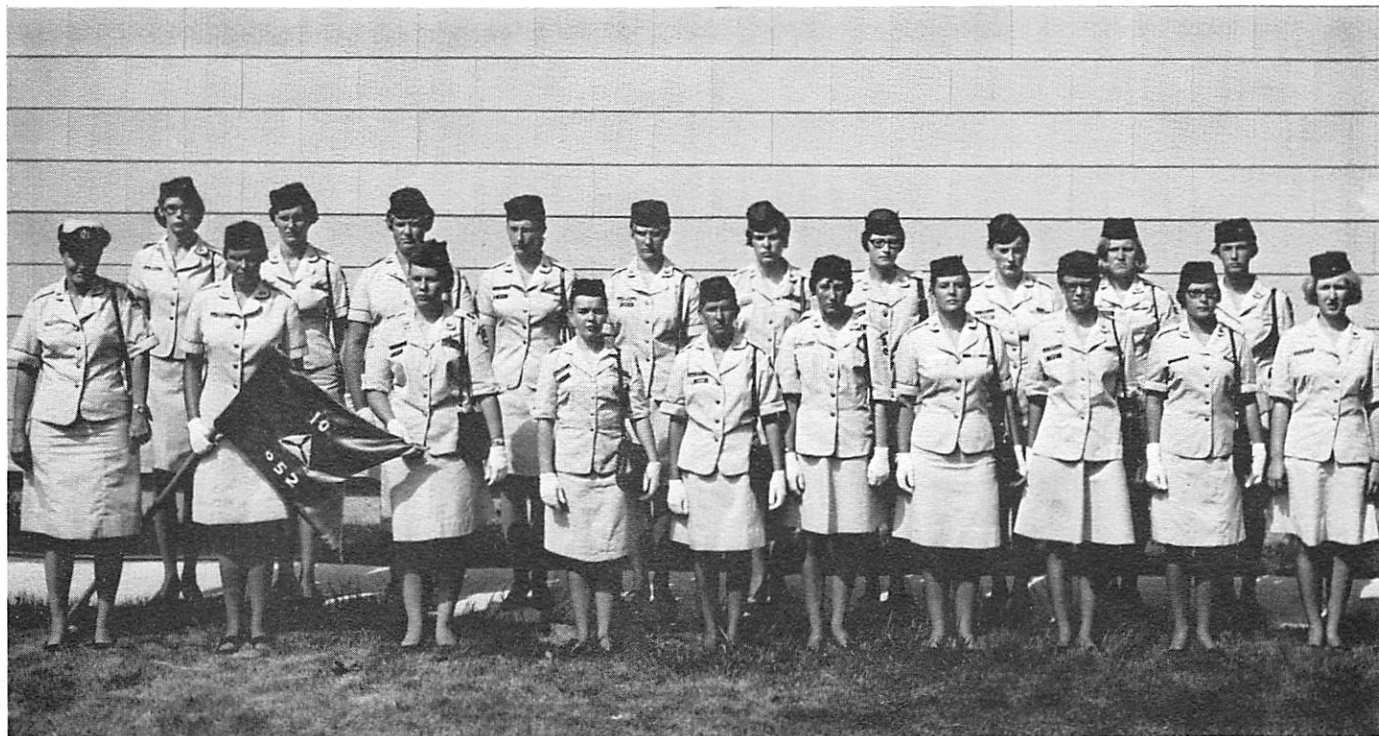
C/2nd Lt. Nitcy



C/T/Sgt. Ferrara

D Flight leaders were, Cadet 1st Lt. Burton Stevens, Flight Commander, Nevada, Cadet 2 Lt. Gerald Nitcy, Assistant Flt. Commander, Idaho and T/Sgt. Ken Ferrara, Flight Sgt., Nevada.

A FLIGHT



A flight won the Outstanding Flight Award and marched at the front of the parade during the Encampment Pass and Review.

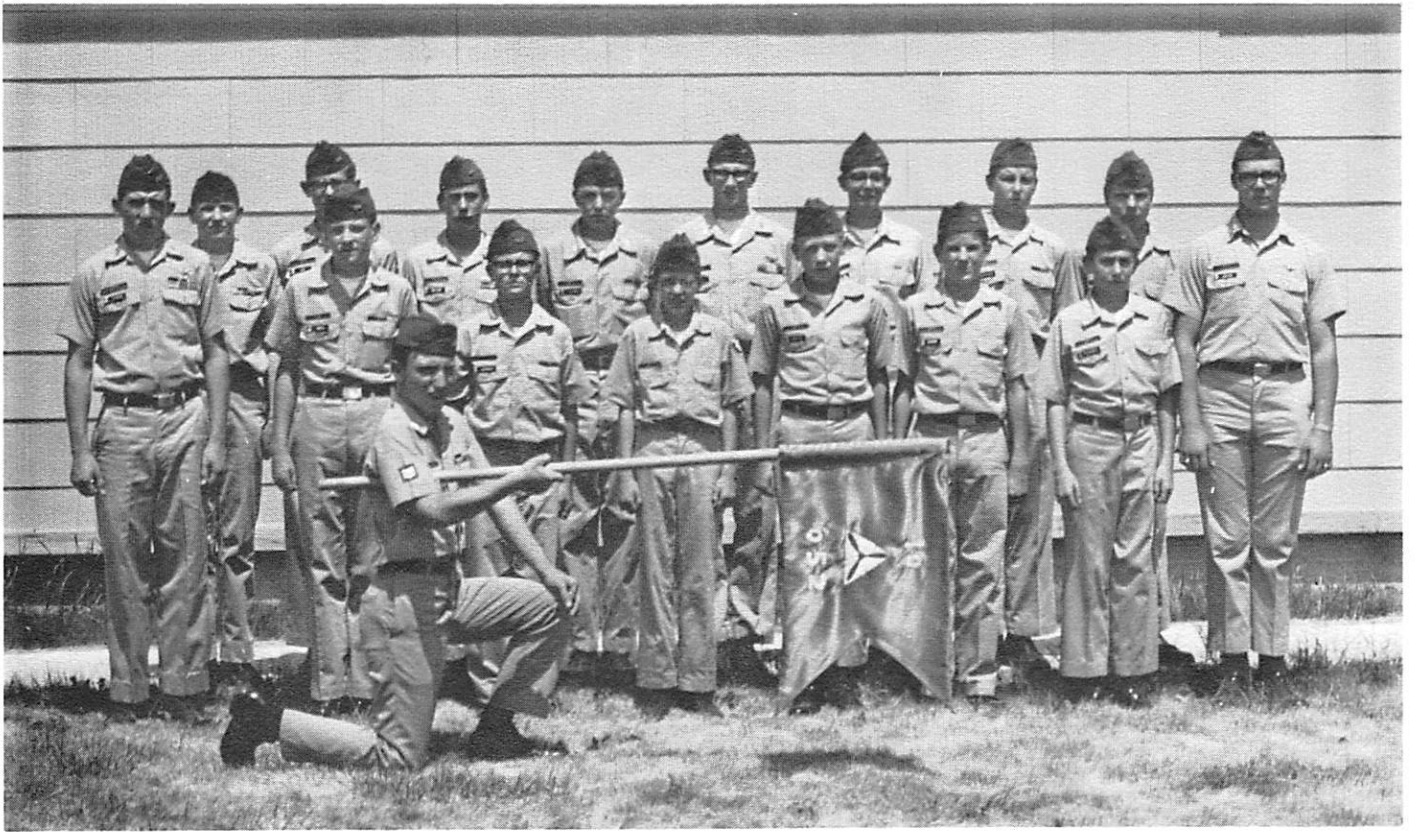
Buchanan, Phoebe
Giodano, Brenda
Hunter, Becky
Cowin, Marilyn
McGlokin, Vivian,
McGlokin, Janet
Garner, Cathy
Plotts, Kathy
Gibson, Rita

Bazemore, Kay
Foster, Darlene
Lynott, Danielle
Martin, Lauren
Anderson, Marcia
Hammand, Sandra
Shepherd, Denise
Hanks, Michelle
Falkner, Karen

SENIOR MEMBERS:

Hockett, Betty
Hockett, Sandra

B FLIGHT



Rodela, Bruce
Filmer, William
Wheeler, Douglas
Shewmaker, Kim
McGlocklin, Douglas
Hoffmaster, Randy
Alldritt, Eddie
Brim, Matt
Falkner, James
Fessenden, Wade

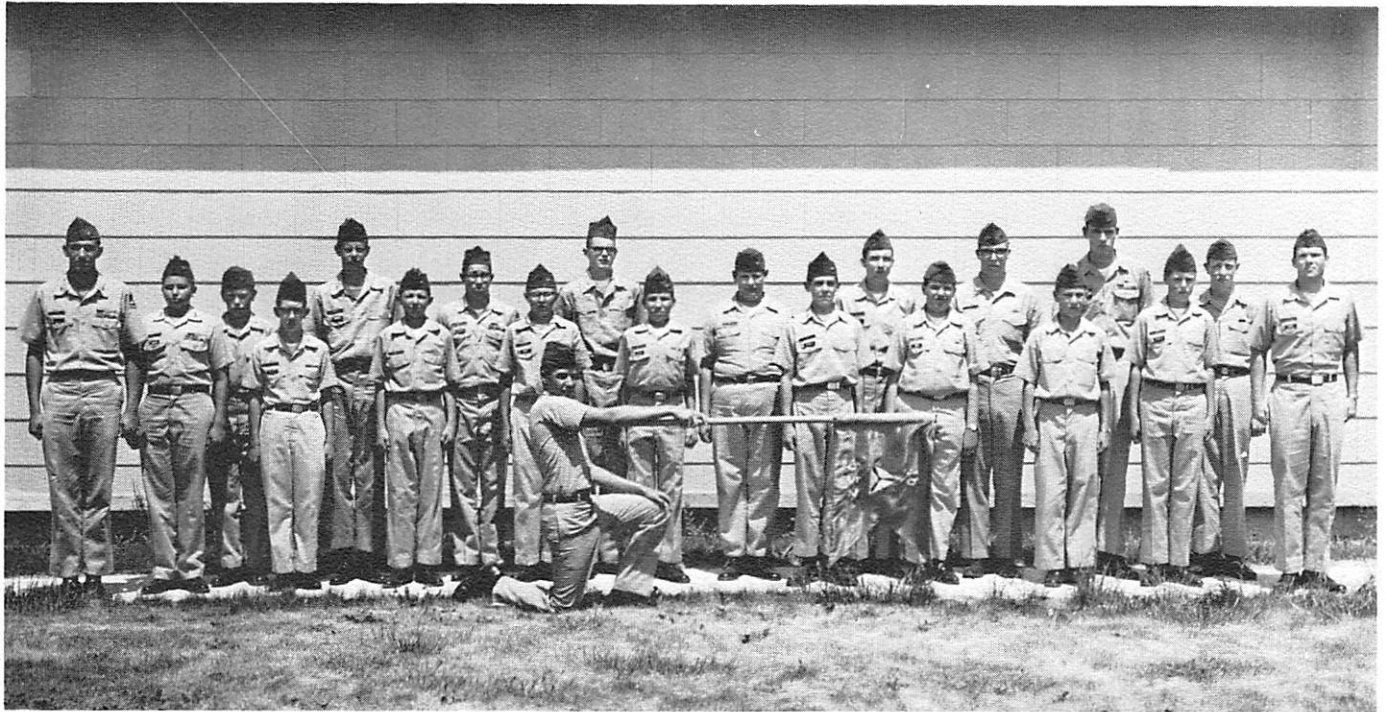
Bazemore, W.
Rehdla, G.
Miller, Mike
Porter, Gerald
Williams, Richard
Hockett, Michael
Scott, Gerald
Reoch, Bruce
Higgins, M.

1. 1940-1941
2. 1941-1942
3. 1942-1943
4. 1943-1944
5. 1944-1945
6. 1945-1946
7. 1946-1947
8. 1947-1948
9. 1948-1949
10. 1949-1950

1. 1940-1941
2. 1941-1942
3. 1942-1943
4. 1943-1944
5. 1944-1945
6. 1945-1946
7. 1946-1947
8. 1947-1948
9. 1948-1949
10. 1949-1950



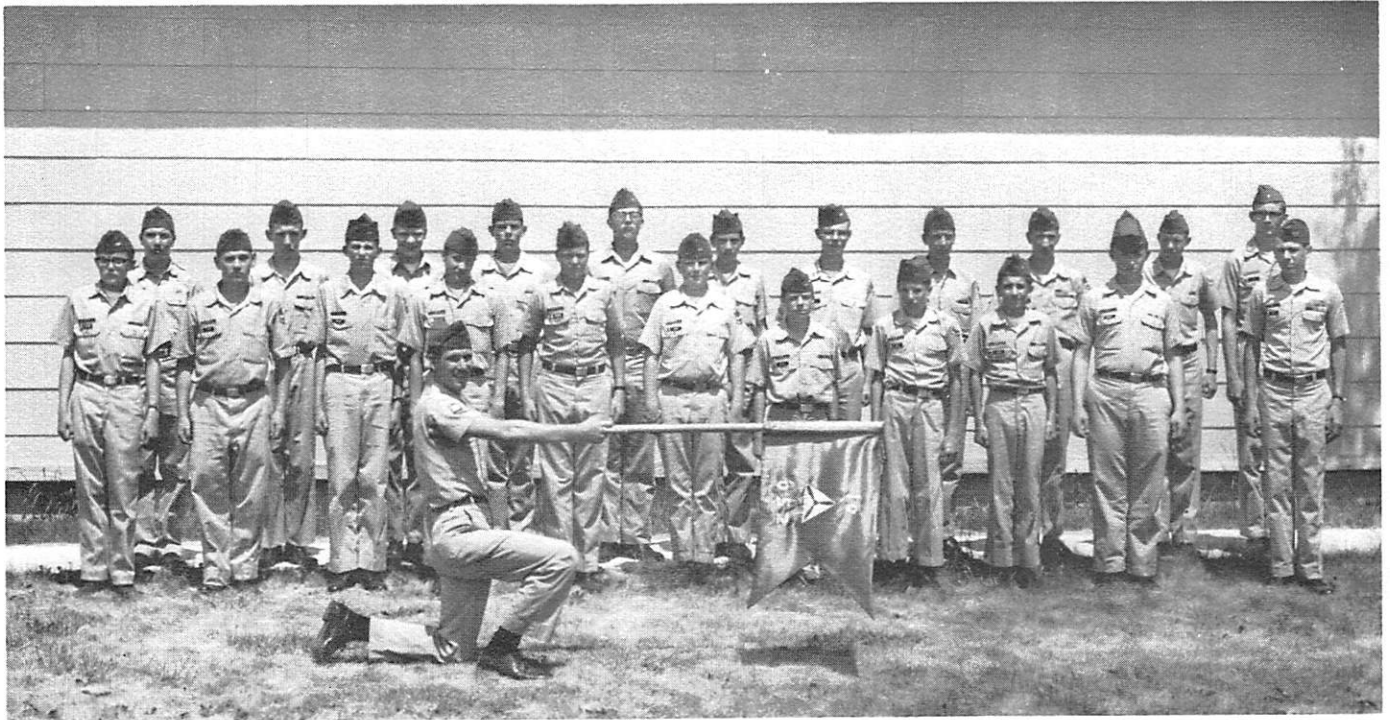
C FLIGHT



Abell, Scott
Arnold, Gay
Bowman, Jerry
Boyle, Dan
Cassidy, Robert
Burrell, Richard
Felton, Timothy
Frazier, Jeffery
Gravatt, Mark
Glittens, Richard
Johnson, Calvin
Higgins, Karl

McGlocklin, Charles
Oakes, Curtis
Olson, Franklin
Ortman, Ken
Perry, Douglas
Russel, Richard
Sager, Laverne
Scott, Larry
Smith Ronald
Spiller, Robert
Squire, Lin
Stewart, Jay
Kober, Glen

D FLIGHT



Stevens, Burton
Nitcy, Gerald
Ferrara, Ken
McRill, John
Perry, Milton
Adams, David
Raffeo, Dennis
Rinard, John
Siegmann, Jim
Day, Kenneth
Freudenberg, Rocky
Johnson, David

Witten, James
King, Phillip
Pearson, Gary
Overstreet, William
Ehrensing, Daryl
Alldritt, Virgil
Warren, Richard
Houser, Kent
Slatter, David
Johnson, Richard
DeMund, Kenneth
Hatch, David

Facilities

Tours . . .



Sgt. Beal and his lab assistant show cadets Plotts, Foster, Anderson and McGlokin how to run complicated lab tests.

Hospital

Other cadets worked with nurses, orderlies and doctors.





TOURS. . .

C/Maj. Scott Rowe is checked out in a "Fighting F-4D" (above) and all Cadets got a close look at one of the 1,650 MPH planes.





TOURS. . .

Saylor Creek Gunnery Range where we watched F-4D's from the 417th Tactical Fighter Sqdn. make good target strikes.

FLYING. . .

Boarding a C-54 aircraft for orientation flights.



STATIC

Display shows what the RF-4C is all about.

TOURS

"...once you get into this position..." Capt. Heitz demonstrates the HH-43 "Husky's" rescue equipment.



Det. 2 personnell show us how to make a pick-up when landing isn't possible.

Like a beetle the Rescue Bird squatts over the "cherry drop," the high pressure fire fighting equipment.



PARADE. . . . PROMOTION



Col. George P. A. Forschler, Idaho Wing Commander, presents Maj. Moody with Silver Leaves, making him Lt. Col. C. A. P.

PARADE. . . PASS & REVIEW



A FLIGHT
AT
EYE'S
RIGHT

GEN. TRAIL
REVIEWS
THE
TROOPS



PARADE. . .



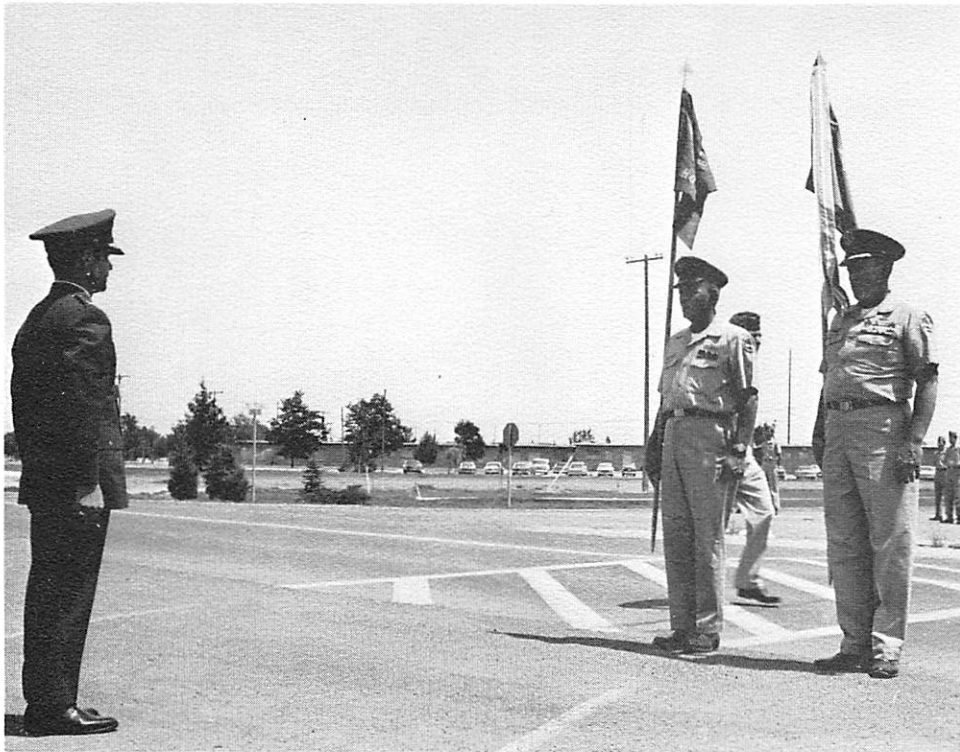
**CADET
STAFF**

A FLIGHT



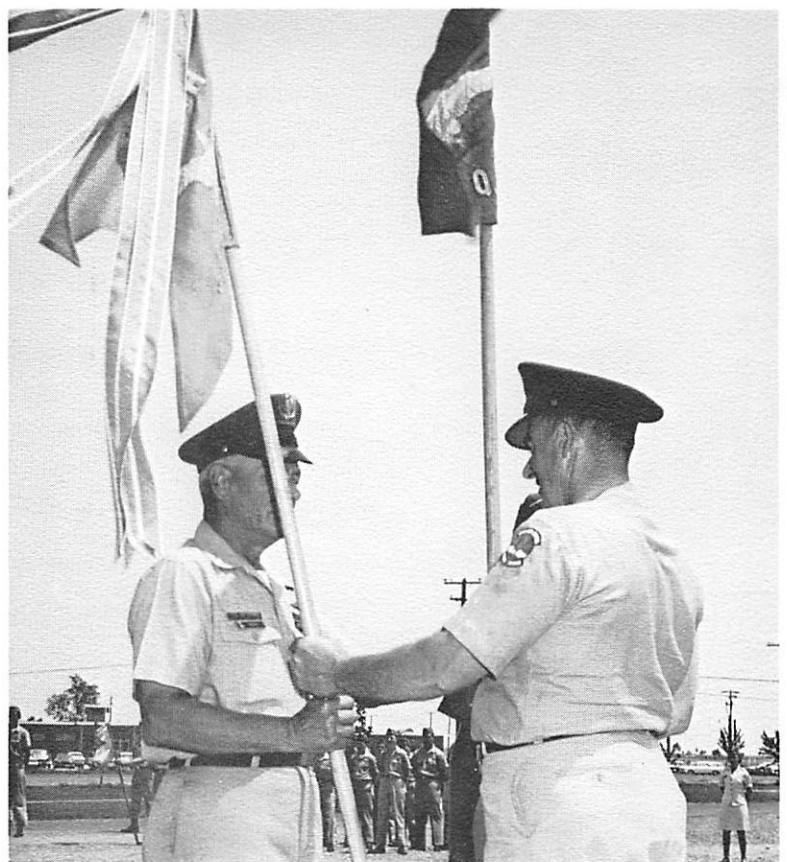
PARADE. . .

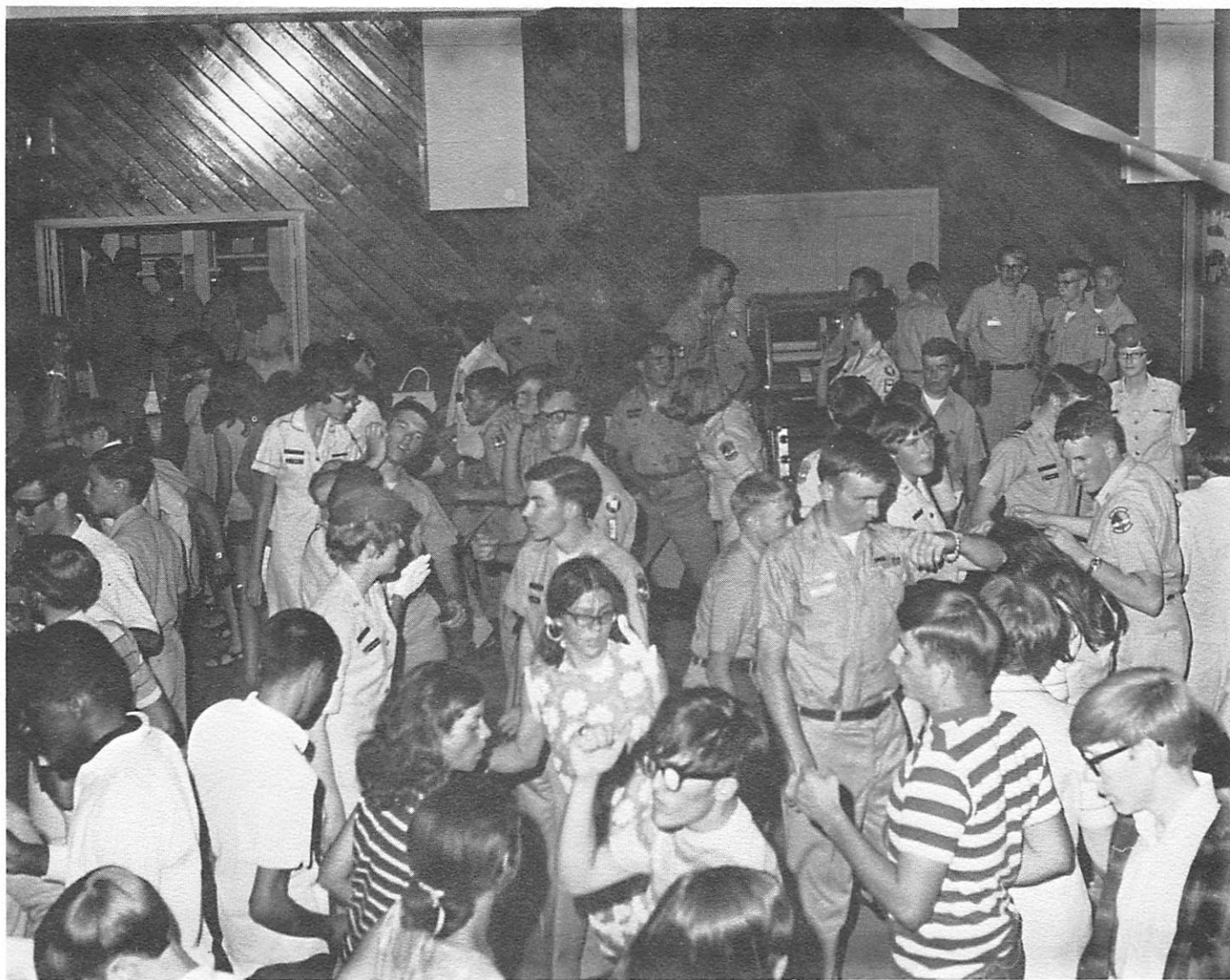
CHANGE OF COMMAND



Col. Chessman,
Encampment Commander,
presents his command to
Col. Forschler . . .

. . . Then ceremonially passes
the Unit Guide-On to Maj.
Moody, the new C. O.



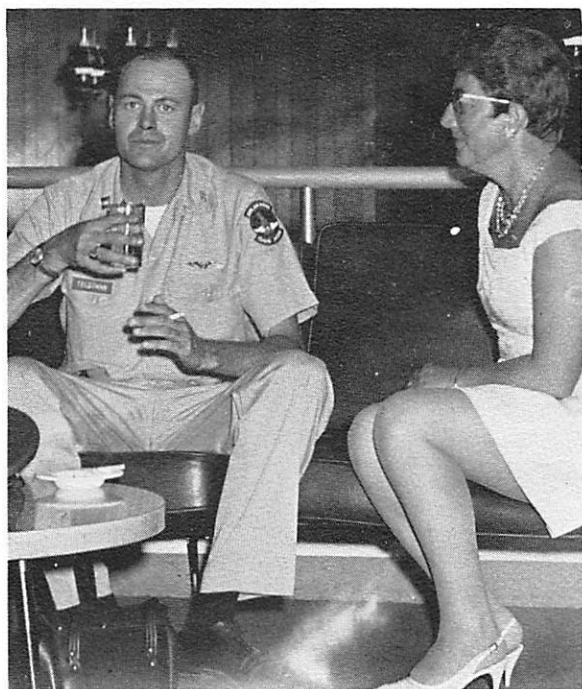


RECREATION. . .

The Teen Club Dance was crowded but the band was good and the atmosphere friendly . . . soon everyone was on the dance floor having a great time.

RECREATION. . .

Col. Forschler, Idaho Wing Commander, Maj. Cosgrove, Hospital Sqdn., and Col. Hein, Mt. Home Air Force Base Commander discuss C. A. P. activities at the NCO Club.



Capt. Harvey Feldtman and Lt. Ruth Garner taking a breather.

Col. Chessman, Encampment C. O. enjoys a little praise from Col. George Forschler, Idaho Wing C. O. Capt. Feldtman looks on.



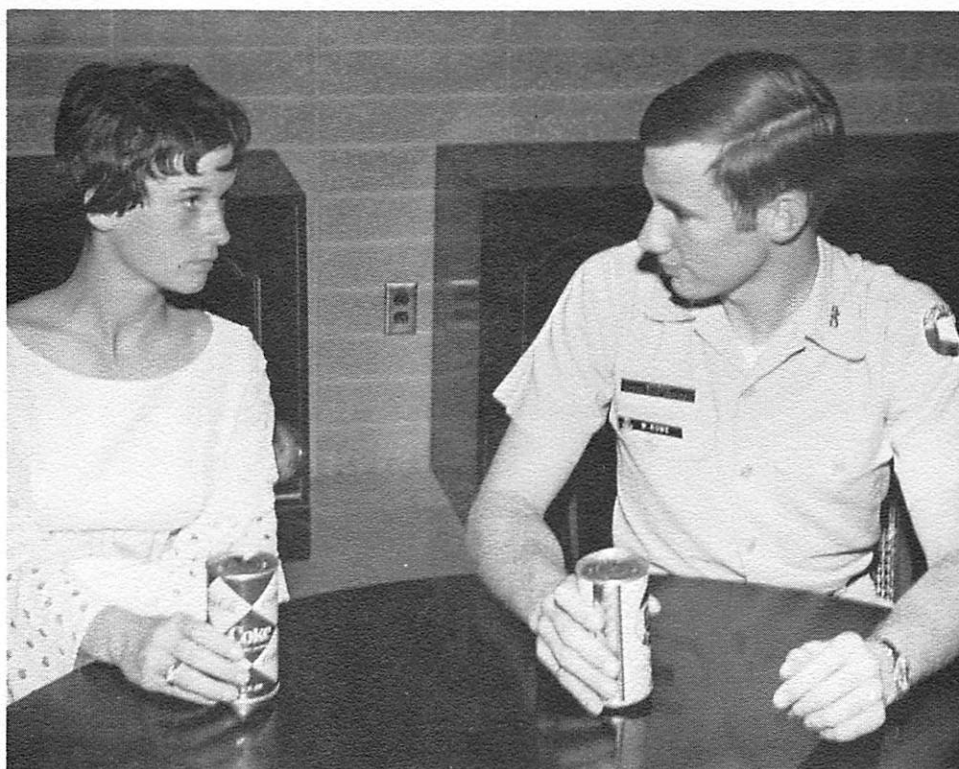


Recreation. . .

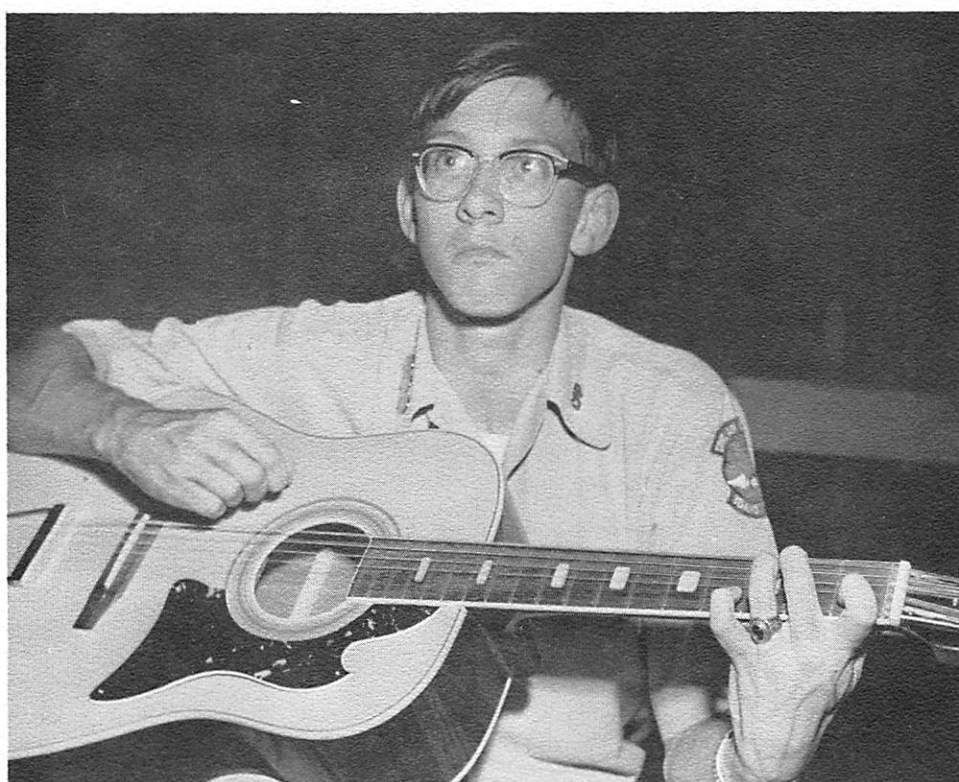
Pizza Party at the Service
Club . . . Good and Hot!







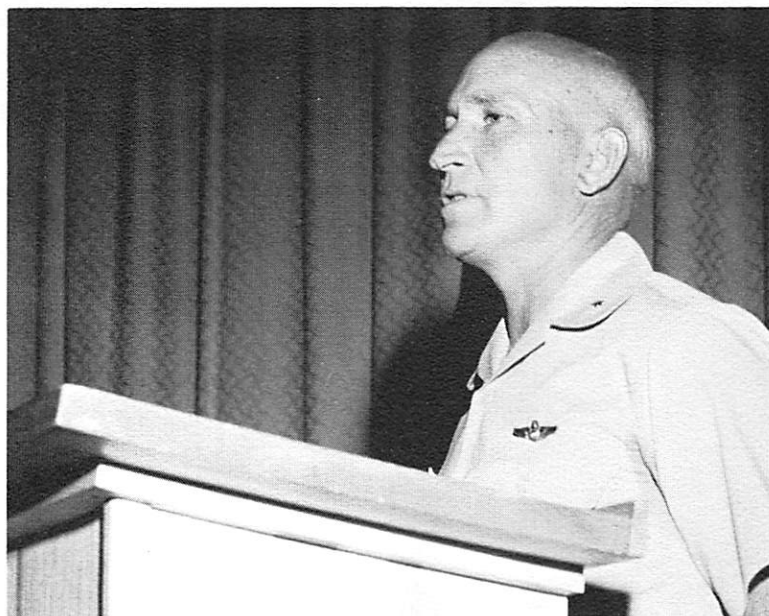
Cadet Becky Hunter, Idaho, and Cadet Scott Rowe, Nevada, enjoy the cadet Coke-tail party at the Service Club.



Cadet Capt. Pruatt, Boise Sqdn. didn't like the quiet so he livened up the coke-tail party when he drug out his guitar.

AWARDS. . .

C.A.P. STAFF Certificates of Appreciation & Merit



Gen. Trail

SENIOR STAFF. . .

Capt. Harvey Feldtman
1 Lt. Gary Tomes
2 Lt. Danny Hockett
1 Lt. Betty Hockett
C W/O Gerald Scott

CADET STAFF. . .

Maj. Scott Rowe
Capt. Martin Pruatt
M/Sgt. George Bazemore
T/Sgt. Bonnie Bazemore
2 Lt. Brenda Glordano
Lt. Gerald Porter
Sgt. Mike Miller
Cadet Timothy Felton
Sgt. Milton Perry
2 Lt. Gerald Nitcy

AWARDS. . .

A.F. CERTIFICATES OF APPRECIATION



Col. Smith accepts award
for Col. Joseph Schreiber,
Wing C. O.

Lt. Col. Remaklus
Project Officer

Maj. Callison
Assistant Project Officer

M/Sgt. Stocker
Services Sqdn.

Sgt. Chamberland
Billoting

Maj. Cosgrove
Hospital

Maj. Lutterell
W. A. R. R. C.

Lt. Col. Goodson
Base Ops.

Capt. Guiles
Chaplin

Col. Gordon Hein, Base
Commander.



AWARDS. . .

Brigadier General Trail awarded trophies to outstanding Cadets and Certificates to Air Force and Senior Staff.



**OUTSTANDING CADET
C/1 LT. LARRY R. SCOTT**

AWARDS. . .



A FLIGHT HONOR CADET
C/1 Lt. Phoebe J. Buchanan

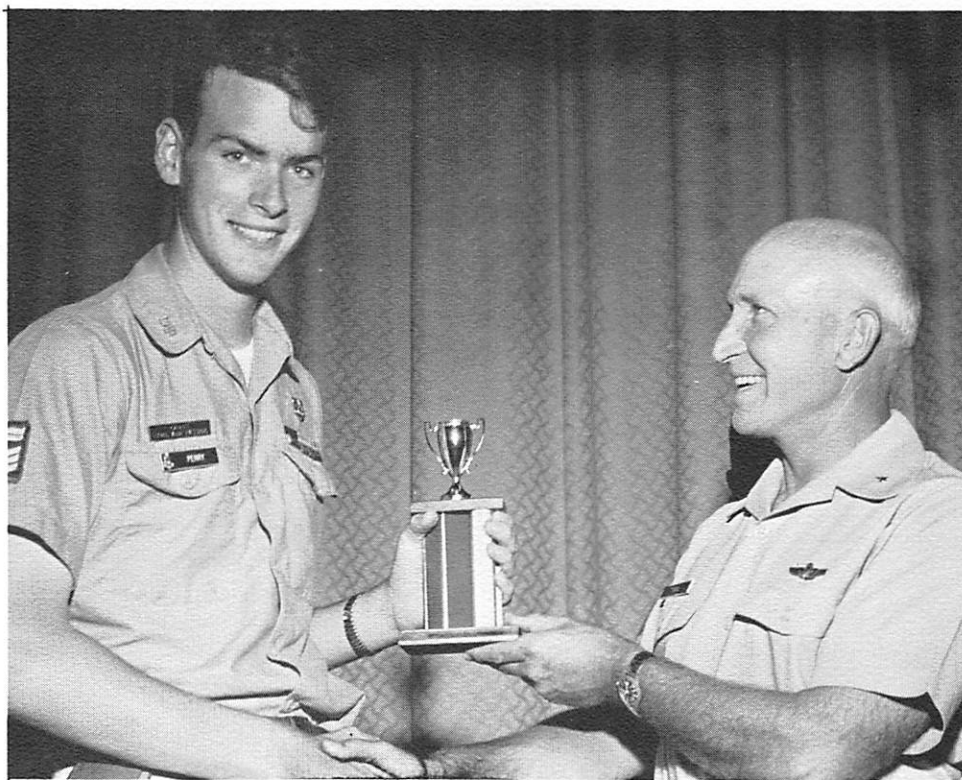


B FLIGHT HONOR CADET
C/1 Lt. Bruce E. Reoch

**C FLIGHT
HONOR
CADET**

C/T Sgt.

**Douglas H.
Perry**



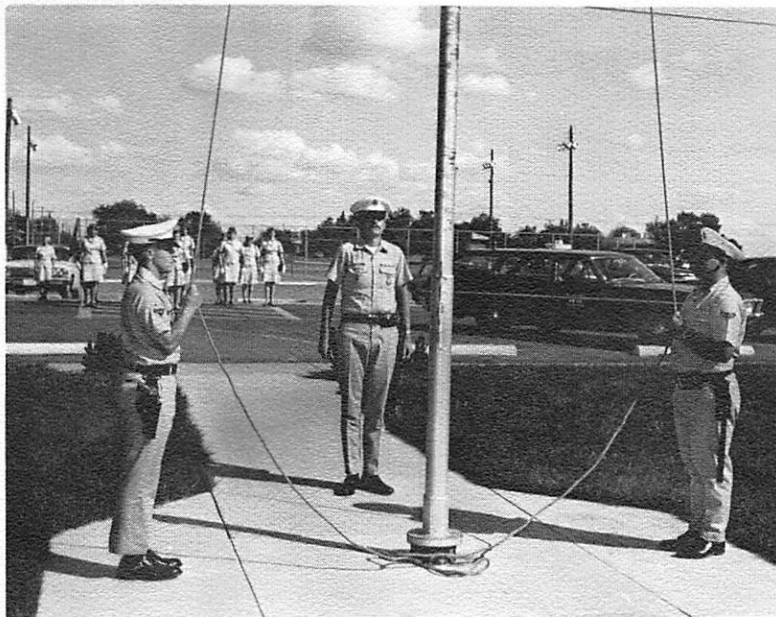
... AWARDS



**D FLIGHT
HONOR
CADET**

C/1 Lt.

**Burton G.
Stevens**



RETREAT

A Flight stands retreat as the Air Base stops for a moment to remember why we came and why we serve . . .



. . . The flag is lowered to fly again as long as there are tomorrows.